

nally, and much increased comfort and elegance within: greenhouses, too, have been built and model farms constructed.

Mickleham Church adjacent has much to interest: part of it is Norman, and all of it curious. The estate known as "Denbies," hard by, has been bought by Mr. T. Cubitt, and was visited the morning after the meeting at Norbury by Prince Albert.

CONTRACTORS, SUB-CONTRACTORS, AND HIRING OF WORKMEN.

COLLINS AND BARNES V. FOX AND HENDERSON AND ROSSON.

THIS action at the Brompton County Court, the particulars of which have appeared in THE BUILDER, and which, it may be remembered, was adjourned for the men to sue Mr. Robson, the sub-contractor of the paint work in the Glass Palace, came on for hearing on Wednesday in last week. Messrs. Fox and Henderson were subpoenaed, but, not being able to attend, were represented by Mr. Hall, their cashier, a gentleman whose name should have appeared instead of Mr. Cochrane's, in our last report, the reporter being misinformed. The evidence of Collins was so confused and contradictory to what Baker said, respecting the terms on which they were engaged, and in many other particulars, that it is unnecessary to enter into it.

Mr. Herring (solicitor) in strong terms denounced the manner in which his clients had been treated. It was an insult to summon them at the Crystal Palace, when it was well known where the defendants' office was; and an annoyance to subpoena them from their business. He contended that no credence whatever should be placed in the evidence of the plaintiffs, and called Mr. Robson, who said that he never stated what wages were to be given to any man, for batches of thirty or more would come and ask for work, representing themselves as painters, whereas they had in many instances never handled a brush before. He therefore left it to his foreman to find out who were tradesmen, and report such to him, and they were paid tradesmen's wages. It was impossible for him to find, out of 600 men, who were tradesmen or not. He could not say whether the plaintiffs were tradesmen or not. Mr. Powell, foreman to Mr. Robson, said he had been instructed to make a return of any man worth more than four shillings. He had not returned the plaintiffs. Mr. Doyle corroborated the above. His Honour (Mr. Amos) said there was a great discrepancy in the plaintiffs' evidence, and Mr. Robson's testimony balanced the other evidence: he thought they were hired at four shillings per day, and therefore he must give a verdict for defendants, with costs.

NOTES IN THE PROVINCES.

Hastings.—A range of good houses, from the design of Messrs. Reeks and Humbert, is being erected on the Crown Estate at Hastings, and will add much to the improvement of the town.

Ipswich.—The foundation-stone of a new school-room was laid at Sproughton by the Bishop of Norwich, on Thursday in last week. The building will be 32 feet in length and 19 feet in breadth. There will be a cottage residence attached. Mr. Barnes is the architect employed. The funds have been collected by subscription, due chiefly to the exertions of the rector, Rev. Mr. Hasted.

Lincoln.—The state of St. Peter-at-Arches, and the necessity for some repairs and restorations have been energetically pointed out by the new rector, Rev. T. S. Nelson, in a discourse on 1 Chron. xvi. 29—"Worship the Lord in the beauty of holiness,"—in which he insisted that the house of prayer, the building itself, ought to be beautiful, and hoped that he should soon see this fine church made what it ought to be—"a glorious sanctuary." The preacher also referred to the state of the churchyard as a public disgrace.

North Elmington.—The foundation stone of a new church in this village was laid on Monday week. It is to be in the early English style, and

surmounted with a bell turret. The chancel is to be divided from the body of the church by a screen of Caen stone. The pulpit will also be of Caen stone. The walls are to be of stone from the Willingham quarries, a gift by Mr. A. Boucherett. Mr. S. S. Teulon, architect, furnished the design, and Mr. Roebuck, of Louth, will execute the works.

Chester.—Building operations have been commenced at the Queen's park, where a suburban district of villa residences has been designed and laid out by Mr. Harrison, architect. Plans and specifications are also in preparation for a suspension bridge by Mr. W. Low, C.E., in connection with the other improvements. There is said to be abundance of good spring water on the land, and river water can be conveyed to the park under the Dee, a tunnel across the river and running under the meadows being already made. An adjoining proprietor has offered to plant the whole of the meadows with ornamental trees and shrubs. The foundation stone of the first villa was laid on Monday in last week.

Doncaster.—The foundation stone of Christ Church National Schools was laid on Friday in week before last by the mayor. The architect is Mr. Moffat, and the contractors are Messrs. Anelay.

Sunderland.—The works of the south entrance to the docks are now in rapid progress. A railway has been laid by the contractors, along the sea-beach, to Ryhope Cliffs, for the purpose of conveying the limestone to build the piers, and ship-building has been commenced on the east quay of the dock, a slipway having been formed by the dock company for the use of builders.

Glasgow.—The foundation tier of the south abutment of Victoria-bridge has been laid. It consists of solid masses of masonry resting on heavy piles driven 14 feet into the ground, the heads 10 feet under low-water mark.

Miscellaneous.—The "Catholic Apostolic Church" in Victoria-street, Sheffield, was consecrated on Thursday in week before last. A new school-room at Leonard Stanley, Stroud, was opened on Tuesday week. The little church of Llandegai is being enlarged. The Roman Catholic Church at Southampton has been rebuilt on a larger scale than before, and was lately reopened.

DIAGONAL PAVING FOR STREETS.

IN the course of the discussion which followed the reading of Mr. Burgess's paper at the Institute, since printed in our columns,

Mr. Mayhew said he thought the question of diagonal paving one of considerable interest. On inquiry respecting the Oxford-street paving, he had found that one of the principal reasons for laying the stones diagonally was, that it was supposed to diminish the noise, and to substitute a more continuous roll for the jumping sound and the excessive vibration which arose from the other systems; whilst, there was no doubt, it gave also a firmer foothold to the horses.

Mr. Tarring explained that he was the first to suggest the diagonal mode of paving for Oxford-street. The proposition was at first laughed at, many of those who had attended to such matters for years arguing, that the horses would be guided by it across the street and into the shop windows. He was at length appointed as a member of a sub-committee to consider various propositions, and he had succeeded in having one portion of the experimental pavement in Oxford-street laid diagonally. That specimen had succeeded so well that it was now being very generally adopted. The next specimen to that in Oxford-street was one in Piccadilly. His reason for advocating the system referred to was, that the wheels passed over it considerably easier, and with much less action, because before they had passed over one stone they would just touch the other.

Mr. R. Bell, with reference to the plan of laying paving stones diagonally, pointed out the inconvenience of that method in narrow streets, and streets with gradients, or not being very nearly level. It had been found in the City, that in such streets the cogs of the

horses' hoofs did not hold to the pavement, so as to enable them to draw a heavy load up such an ascent as London Bridge. It had been also found that stones of about four inches wide were better adapted for pavements than those of six, eight, or ten inches wide.

Mr. C. H. Smith stated, in reference to road materials, that he had lately been employed to test four different substances; namely, Haytor, Aberdeen, and Guernsey granite, and whinstone from the north of England. These materials had been subjected to continuous friction, by sand and water; and by comparing the time required to wear away a thickness of three-eighths of an inch of each material (each stone being 10 in. long by 4 in. wide), it was found that the softest was the Haytor granite, the next the Aberdeen, then the Guernsey, and the strongest and most enduring was the whinstone; and in consequence of these experiments, the last-named material was now being used for the paving of roads in London.

ENGRAVINGS AND LITHOGRAPHS.

Pickersgill's Portrait of Peel.—Hering and Remington have just now published a mezzotinto engraving, by Mr. G. Raphael Ward, from the full-length portrait of Sir Robert Peel, painted by Mr. Pickersgill, R.A., in 1847. Mr. Pickersgill's portrait is admitted by those who best knew the statesman, to be the best likeness of him that was made, and Mr. Ward has transferred it to the copperplate with much success. The expression of the eyes, the form of the head, and the weak, uncertain pose of the figure, are admirably characteristic of the man. Mr. Pickersgill had had the good fortune to have all the eminent men of his time for sitters: a collection of his portraits hereafter will form a historical gallery of extraordinary interest.

Barraud's Religious Subjects.—The extraordinary success of Mr. Barraud's "Chorister Boys" has led to the publication by him of a pair of prints of the same class, called "The First Sacrament," and "The Last Sacrament."—Baptism, and the Communion on the Death-bed. These are engraved by Mr. Simon, and tell a true though sorrowful tale: the journey is a short one from the cradle to the grave, and it is well for us to be reminded of it.

Clock Tower, Norwich.—A lithograph has been made of the clock turret recently erected on the Guildhall, Norwich. It has been put on the stone by the architect himself, Mr. Kerr, and shows that he can draw as well as write.

Islington Cattle Market.—Mr. Grantham has issued an isometrical view of the Islington cattle-market, meat-market, and lair, showing their connection with the "Docks and Birmingham Junction Railway." The total area is shown to be eighty-two acres. The market question seems to be as far from a settlement as ever.

AMERICAN NOTES.

Town doings, says the New York Home Journal, go by rages, and the rage just now is to make doors bigger and windows longer. "Be the house large or little, every third owner in Broadway is busy at tearing down his old front and putting up a new entrance that would answer for a livery-stable. If a stranger could see only the lower stories of New York houses, he would think it a grand architectural city; but if he chance to run his eye along the upper stories and roofs, he might think them a jumble of experiments in building, such as would be seen in a country where every man was his own mason and carpenter." It is to be hoped the rage will fly upwards when it is gone over the street floor.—A New York telegraph to the Boston papers says, that a despatch from New Orleans states that the Europa's news, which was sent from this city over O'Reilly's line, at twenty minutes past two, p.m., reached that city at two o'clock precisely, thus beating time twenty minutes. But that is nothing to the fact that although the same news passed through Boston from Halifax, the New Orleans public had it two hours before the public of Boston, and the New York citizens four. The trick thus